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American Railroad Journal.

New York, Saturday, May 30, 1868.

Railroad Surveys from Milton, Pa., to the Ohio State Line.

PROPOSED RAILROAD ACROSS PENNSYLVANIA TO CONNECT THE RAILROADS LEADING FROM THE CITY OF NEW YORK INTO PENNSYLVANIA, WITH THE WESTERN ROADS IN OHIO.

We have received the Third Annual Report of the Chief Engineer of the Railroad Surveys from Milton to Franklin, in Pennsylvania, and to the Ohio State Line. These surveys were commenced on the Susquehanna, at the intersection of the Catawissa with the Philadelphia and Erie Railroad, twelve miles above Sunbury, the terminus of the Northern Central Railway. The line is carried upon the north side of the river to near Quinn's Run, passing the towns of Muncy, 16 miles from Milton; Montoursville, 24 miles; Williamsport, 28 miles; Linden, 35 miles; Jersey Shore, 43 miles; Charlton, 49 miles; Lock Haven, 55 miles, and Quinn's Run, 58 miles. At this point the line crosses the West Branch River, and follows up on the south side of that stream to the mouth of the Sinnemahoning, passing Tangascootac on the 62d mile, Glen Union 67th mile, and mouth of Sinnemahoning on the 93d mile. Here the river is crossed to the east side of the Sinnemahoning, and continues up this stream to a short distance below the mouth of Bennett's Branch, where the creek is crossed on the 106th mile, and the Bennett's Branch is crossed on the 109th mile. The line is then carried up that stream to its source in Sandy Ridge, which is passed on the 146th mile, by a tunnel 1,400 feet long, at an elevation of 1,456 feet above tide water. The line is then carried down the Valley of Sandy Lick Creek to Brookville, passing Shaffer's on the 151st mile, Rumbarger's on the 153d mile, Falls Creek on the 155th mile, Reynoldsville on the 162d mile, and Brookville on the 175th mile. From this point the line is carried by Clements' and Green's Runs to the head of Campbell's Run, when the divide between the waters of Red Bank and Clarion Rivers is passed; thence to Corsica on the 184th mile, and down Piney to the head of Brush Run at Waterson's road on the 189th mile. From this point to Milton the maximum grade is 26 feet per mile, and in the opposite direction 26 feet per mile for 141 miles, and from thence the maximum gradients are 40 feet per mile for 5 miles on Sandy Ridge, and 7 miles from Brookville to the Campbell's Run Summit. The line from the Waterson's road is carried down Brush Run to Piney, and down Piney to the Clarion River, passing Strattonville on the 192d mile, Clarion on the 195th mile, and Reidsburg on the 197th mile, and crosses the Clarion River on the 201st mile on the line to Franklin, thence up Canoe Run to its summit at Baums on the 213th mile, and thence down East Sandy to the Allegheny River on the 228th mile, and thence up the west side of the river to connect with the Franklin and Jamestown Railroad on the 231st mile, and with the Franklin Branch of the Atlantic and Great Western Railway at Franklin on the 232d mile from Milton.

The maximum gradients, are 40 feet per mile. The maximum curvature, is 6° per 100 feet. The total rise and fall, is 3,305 feet. The total amount of curvature, is 11,276°. The estimated cost, is $8,100,196 90.

The cost per mile for a single track of superstructure, with turnouts, sidings and water stations, with double track graded through tunnels, bridges, and heavy cuttings, is $34,914, 64. The line passes through the great mineral basin of Central Pennsylvania. For more than 100 miles the bituminous coal fields are continuous, and for 80 miles the coal can be delivered in the cars at the mines. Iron ore occurs in great abundance, associated with limestone. Petroleum occurs at the western end on the Allegheny, and it is argued that this road will become the main artery for the shipment of petroleum to the eastern seaboard, connecting with all the roads that centre in this great oil basin, it will afford the nearest and best route to the eastern market.

The route is through the lumber region of the State, and traverses the most extensive and fertile valleys of the mountains of Pennsylvania.

The connections and lateral roads are referred to at length. The Central of New Jersey and Morris and Essex, with their continuous connections, are presented with a route to the bituminous coal fields, petroleum basins, lumber regions and iron districts of the most superior character. The distance from New York to Milton, *via* New Jersey Central, Lehigh Valley, Nusquehoning and Catawissa is....202 miles.
Do., *via* New Jersey Central, Lehigh Valley, Quaquake and Catawissa....211 "
Do., *via* New Jersey Central, Lehigh Valley, Port Clinton and Catawissa.... "
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Do., *via* M. & E., N. J. Central, Lehigh and Susquehanna and Catawissa....249 "

Of the lateral roads, it is stated on the 19th mile from Milton, the Muncy Creek Railroad makes connection. This road runs to Laporte, 27 miles, where it will connect with the Sullivan and Erie Railroad, 34 miles from Towanda, or 61 miles from Muncy to Towanda.

On the 24th mile, a road is projected up the valley of the Loyalsock, 50 miles long, to connect with the Barkly coal road. On the 28th mile, at Williamsport, connection will be made with the Elmira and Williamsport Railroad, 78 miles long, which is a branch of the line from Rochester to Baltimore.

On the 45th mile will be a connection with the projected Jersey Shore, Pine Creek and States

Line Railroad. The distance from Jersey Shore to Tioga, on the Blossburg Railroad, is 79 miles.

On the 62d mile connections will be made with the Tangascootac coal roads, 12 miles to the Eagleton, 7 to the Black Heath, and 8 to the Tangascootac mines. On the 93d mile the contemplated Karthans Railroad, 25 miles long, will connect.

On the 105th mile, the Jersey Shore, Pine Creek and States Line Branch, 68 miles long, to connect with the main line at the Big Meadows. On the 109th mile connection can be made with the Philadelphia and Erie Railroad, 168 miles from Erie. On the 125th mile the great coal of the "Third Basin" will be reached by lateral roads. On the 153d mile, at Rumbarger's, the connections with Pittsburg by the Allegheny Valley Railroad Branch will probably be made, 55 miles to the Allegheny Valley road, or 252 miles from Milton to Pittsburg, with maximum gradients going from Pittsburg to Milton of 26 feet per mile. The carefully equated distances between Harrisburg and Pittsburg, *via* the Pennsylvania Railroad and this route is:

	Miles.
From Harrisburg to Pittsburg by the Pennsylvania R. R.	810
Do., by Bennett's Branch	549
From Pittsburg to Harrisburg by the Pennsylvania R. R	597
Do., by Bennett's Branch	440

On the 155th mile, at Evergreen City, the projected line from Buffalo to Pittsburg will find the best route through this part of the State. The route is remarkably natural.

Distance from here to Ridgeway, 30 miles, and to Pittsburg, 110 miles. On the 162d mile, Reynoldsville presents the greatest bituminous coal and iron veins in the State. The coal veins are 8, 10 and 11 feet in thickness, and the iron ore vein is said to be 39 feet thick.

On the 175th mile, at Brookville, several connections are contemplated. Pittsburg is but 87.5 miles from the points by a railroad location, and the line carried down the Red Bank to its mouth, and thence to the head waters of Slippery, Rock Creek, and down that stream. On the 195th mile connections will be made with the town of Clarion 2½ miles distant.

On the 201st mile the great main trunk line west, can be carried down the Clarion to the Allegheny River, 14 miles, down the Allegheny to Lewisburg, 3 miles, up the west branch of Bear Creek, 10 miles, to the summit of Slippery Rock Creek, and then down Slippery Rock Creek to its mouth, to connect with the Pittsburg, Ft. Wayne and Chicago near the Ohio State Line. The distances from New York to Chicago are as follows:

	Miles.
Via New Jersey Central, Nesquehoning, Catawissa and Bennett's Branch	901
Do., Philadelphia, Penna. Central, and Pittsburg, Ft. Wayne and Chicago	911
Do., N. J. Central, Catawissa, Bennett's Br., and Pittsburg, Ft. Wayne and Chicago	913
Do., N. J. Central, Catawissa, Bennett's Br., and Cleveland	918
Do., N. J. Central, Catawissa, Bennett's Br., and Ashtabula	927
Do., N. J. Central, P. & E. and A. & G. W.	957
Do., New York and Erie and Lake Shore	957
Do., New York and Erie and A. & G. W	984
Do., Harrisburg, Pittsburg and Columbus	974
Do., Harrisburg, P. & E. and Lake Shore	987
Do., New York Central and Lake Shore	1,000

The elevation at which the summit of the mountains is passed is stated as follows:

	Above tide.	Grades going West.	Grades going East.	Max. curvature.
Baltimore & Ohio	2,620	116	116	18°
Pennsylvania	2,176	95	53	9° 30′
Sunbury and Erie	2,006	102	58	8°
New York & Erie	1,760	60	65	
Milton to Ohio line	1,456	40	40	6°

The rise and fall in the Pennsylvania Railroad between Harrisburg and Pittsburg is.. 4,540 feet.

Do., *via* Bennett's Branch	2,930 "
Do., between Harrisburg & Lake Erie *via* Philadelphia and Erie	8,655 "
Do., do., Ashtabula *via* Bennett's Br. and Franklin	4,400 "
Do., New York and Lake Erie *via* New York and Erie	12,675 "
Do., do., *via* New York Central	11,200 "

The distance from New York to the great veins of the bituminous coal on Bennett's Branch, is 335 miles. This coal it is alleged can be delivered in New York at 1½ cents per ton per mile, or for mining and transportation less than six dollars per ton. The cars carrying anthracite coal to the lakes, can return loaded with bituminous coal for manufacturing iron, and for gas. The lumber that is now hauled a great distance to the streams will be sent by rail to its destination, and the whole country will become a vast iron manufacturing region.

It says "It should not be considered that this road is alone of local importance, whilst it claims to present unrivalled facilities for an immense amount of freights along the greater part of its line, its gradients and curves cannot fail to commend it for a first class line."

It is presented as the nearest, best, and safest route for the great through line between the east and the west, capable of being constructed to any desired capacity, and totally independent of all other lines between the points named.

The engineering has been prosecuted for three years, and great pains have been taken to perfect the line. A large portion of the road has been grubbed and cleared, and is now ready for grading.

The President's report does not appear with that of the Engineer, and we are not informed of the condition of the company's finances, or plan of obtaining funds to build the road.

The President is Reuben Winslow, Esq., of Lock Haven; and the Engineer, J. McMinn, Esq., of Williamsport, Pa.

White Mountain Railroad.

At the annual meeting of this company at Concord, N. H., on the 20th inst. the following Directors were chosen: John E. Lyon and Peter Butler of Boston, E. J. M. Hale, of Haverhill, Mass., J. P. Pitman, of Laconia, and Cyrus Eastman, of Littleton. The board organized by choosing Mr. Lyon, President, and Charles Lane, Clerk. The meeting was unanimous in opinion that immediate measures should be taken for the extension of the road.

☞ The grading has been finished on six miles of the Platteville and Calamine Railroad, in Wisconsin, and 20,000 ties are now on the ground, Cars will be running by July 4th, and soon sixteen miles of track will furnish direct communication with Milwaukee to the rich country in southwestern Wisconsin.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$1,612,638 25	$1,622,641 02
" freight	333,381 91	321,511 57
" express, etc	101,651 41	195,790 12
" mails	20,588 40	23,865 90
" other sources	.....	54,700 54
	$2,068,260 05	$2,218,509 15

The expenses of 1867–'68, were:

Repairs of road	$241,677 47	
" bridges	14,730 92	
" buildings	29,741 34	
" engines	76,690 41	
" cars	118,608 57	
" tools, etc	7,006 27	
Fuel	101,043 15	
Oil, waste, etc	22,226 21	
Haulage	71,943 05	
Legal expenses	26,915 02	
Damages	13,275 65	
Station labor and expenses, including loading and unloading freight	116,650 75	
General expenses	18,941 89	
Agents and clerks	44,702 07	
Train men	116,995 74	
Switch and signal men	13,283 20	
Watchmen and porters	17,863 85	
Rents	10,828 97	
Insurance	10,139 51	
All other expenses	4,163 58	
		1,077,427 62
Balance		$1,141,081 53
Deducting—		
Taxes	$145,212 71	
Coupon interest	64,425 00	
Loss operating Canal road	16,673 72	
		226,401 43
Net gain		$914,680 10
Less—		
Paid for new engines and cars to cover depreciation	$69,997 66	
New depots at Norwich & Stamford	44,228 62	
		114,226 28
Leaving for dividends and permanent improvements		$800,453 82

The resources for the past year and the disposition of the same have been as follows:

RESOURCES.

Cash on hand April 1st, 1867	$516,736 05
Proceeds allotted stock	1,000 00
Materials on hand April 1st, 1867	247,024 59
Earnings transportation	1,141,081 53
Total	$1,905,842 17

PAYMENTS.

Dividends, July, 1867, and January, 1868, 5 per cent. each	$600,000 00
Taxes	145,212 71
Coupon interest	64,425 00
Final settlement Schuyler fraud	109,125 70
Due from Wm. Bement, (former Treasurer)	88,255 05
Purchase of additional real estate	80,101 21
New depots, Stamford and Norwalk	44,228 62
Additional equipment to cover depreciation	69,997 66
Decrease in accounts payable	18,627 20
Retired bonds	17,000 00
Loss operating Canal road	16,763 72
Materials for coming season	274,934 71
Cash on hand April 1st, 1868	377,170 59
Total, as above	$1,905,842 17

The receipts of the past year show an increase over those of the preceding year of $150,249 10, and the transportation expenses, coupon interest, loss on Canal railroad, and taxes for the same time, show a decrease of $220,239 66. The President in his report says:

In the condensed balance sheet of last years' report it will be observed that profit and loss account stands credited with $934,587 52, but that $428,872 74 of that amount had been expended prior to that time for purposes of construction. For the purpose of simplifying the accounts and reducing construction account, profit and loss have been charged with said sum of $428,872 74, and construction has been credited with the same amount, thus making the cost of the railroad and equipment stand now on our books at the sum of $5,270,611 35, instead of $5,699,484 09; as per last year's report. There is a manifest propriety in thus reducing the cost of railroad and equipment, as during a series of years many charges have been made to construction account which ought more properly to have been carried to expenses, and more especially for the reason that it will be necessary hereafter to add considerably to the cost of the road in order to carry out the necessary additions and permanent improvements hereinafter referred to.

At the first meeting of the board of directors after the last annual meeting of the stockholders, Mr. Wm. Bement, late Treasurer, was by resolution of the Board removed from office, and was instructed to deliver forthwith all the property, moneys and effects of the company in his possession as Treasurer to Geo. B. Carhart, Esq., *pro tem.* Mr. Carhart immediately entered upon the duties of the office, and soon discovered that Mr. Bement failed to account for the moneys which had been received by him as such Treasurer, by the amount of about $88,255 05. A careful and thorough investigation of the books and accounts of the company was at once instituted, which resulted in no satisfactory explanation of the deficiency. Your directors thereupon commenced legal proceedings against Mr. Bement, which proceedings are now awaiting the action of the courts.

At the last session of the General Assembly of the State of Connecticut, a second attempt was made to secure a charter for the so-called Parallel Railroad, commencing in the town of Derby, and running thence westerly through the towns of Stratford, Bridgeport, Fairfield, Westport, Norwalk, Darien, Stamford and Greenwich to the New York State line, then to connect with another proposed railroad extending to the city of New York. The effect of such a railroad, if chartered and constructed, would of course very greatly depreciate the value of the property of your company. The application for said charter was therefore strenuously resisted, and after a long and tedious investigation the committee of the legislature who had the matter in charge reported unanimously in favor of giving the petitioners leave to withdraw.

The investigation before the legislative committee developed the fact that efforts to obtain a charter for a road parallel with the New York and New Haven Railroad, and only about half a mile distant therefrom on the average, originated not so much from any public necessity for another railroad, as from complaints in regard to the existing road.

Your directors are aware that true policy requires that all the just and reasonable demands of the public should be met in a liberal spirit, and that every facility should be extended to the traveling public consistent with a due regard for the interests of the stockholders.

While the company was laboring under the embarrassments consequent upon the fraudulent over-issue of stock by Robert Schuyler, the finances were not in such a condition as to warrant any outlays of money, except such as were absolutely necessary. Those embarrassments having been removed, and the earnings of the company having reached such a point as to justify it, true policy now requires that this road, occupying the important and commanding position which it does as the great trunk line between New York city and the New England States, should be provided with as little delay as possible, with the smoothest track, the best equipment and conveniences for transacting its business of any road in the country.

Improvements tending to this end have already been commenced, and with the approval of the stockholders will be carried forward with all reasonable dispatch. The passenger depot at New Haven has been materially improved during the past year, and new and commodious depots completed at Stamford and Norwalk. Four new first-class locomotives and fifty odd freight cars have been added to the equipment. About twenty acres of land have been purchased in New Haven, upon the southerly side of the railroad and bordering on the west side of the harbor, to be used for new shops—the present shops and grounds being entirely inadequate for keeping up the necessary repairs of the equipment. Ten additional first-class passenger cars have been ordered and are to be delivered within a few weeks. The construction of a new double track bridge, with an iron draw, across Bridgeport harbor, has been commenced and will be completed during the present season. It is proposed also to make a double track through that part of Bridgeport where there is now only a single track, and thus avoid the numerous and vexatious delays which are occurring daily to our trains at that point.

The subject of steel rails has also received special attention, and, after a careful investigation of all the points involved, it has been determined hereafter to make all renewals of track, with steel rails only; 2,600 tons of Bessemer steel rails have been contracted for on account of renewals for the present year, and will all be in the track within a few weeks.

During the past year considerable attention has been given to the subject of heating and ventilating passenger cars, and has resulted in the adoption by the company of an improved method of heating invented by Wm. C. Baker. This improvement has been subjected to a thorough test on several of our cars during the last severe and trying winter, and has given perfect satisfaction to passengers and to the company. It is proposed to apply this improvement to all the passenger cars of the company by the commencement of next winter.

Several of the depots on the line of the road are now entirely too small to properly accommodate the increased business of the company; these will from time to time require to be enlarged and improved.

During the winter and early spring months the road bed is rendered very uneven by the action of the frost in many places, and the wear and tear to the rails, cars and engines is thereby very much increased. To remedy this it will be necessary to deepen many of the side ditches and to ballast a portion of the road bed with good, clean gravel.

These and other minor improvements will necessarily require a considerable outlay of capital, but will enable your officers to reduce the running expenses, add to the capacity of your road, increase the speed of your trains, and satisfy all the just and reasonable demands of the public. It is the purpose of your directors to hurry forward these improvements with all proper dispatch, feeling, as they do, that every advance made and every reasonable improvement inaugurated which adds to the comfort and convenience of the traveling public, will result in increased business to the road and add to the profits of stockholders of the company.

It would be manifestly unjust to the present stockholders to apply the earnings of the company to carrying out all these proposed improvements; it has been deemed advisable, therefore, to apply to the Legislature of Connecticut for authority to increase the capital stock of the company to an amount sufficient to meet the expenses which may be incurred by such of the proposed improvements as cannot properly be charged to current expenses.

The Legislature of the State of New York at its recent session passed a law authorizing the construction of an underground railroad, to be operated by steam, and to extend from City Hall Park, in the city of New York, to the upper part of the Island. This road is in the hands of some of the most able and enterprising men in the country, who are under a heavy pecuniary pledge to have it completed as far as Forty-second street within two years. This road will pass close to the passenger depot of this company, so that the facilities afforded to passengers traveling upon the New York and New Haven Railroad will be very much increased. With the Underground Railroad in operation, passengers can probably be transported from Forty-second street to the City Hall in about ten minutes' time. This, of course, must add materially to the business of our road, as well as to the prosperity of all the towns upon its line.

The company have 37 locomotives, 77 passenger, 24 mail and baggage, and 450 freight cars—of which there are in use on the Canal road: 6 locomotives, 6 passenger, 3 baggage and mail, and 150 freight cars. Miles run by passenger trains, 596,923; by freight and service trains, 185,765; by express freight trains, 44,835—total, 827,523. Number of passengers carried, 1,963,791; do., carried one mile, 67,095,092. Tons of freight moved, 109,025; do., moved one mile, 6,279,840. There have passed over the road during the year, 8,842 passenger, and 2,081 freight trains. During the past twelve years, 16,314,497 passengers have been transported over this road, without any accident to any train while on the N. Y. & N. H. R. R., that caused the loss of a single life or limb to any passenger so transported.

CONDENSED BALANCE SHEET.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c....	$4,370,611 35	
Loss by the Schuyler fraud (all settled)	1,772,868 60	
Equipment: locomotives, cars, &c.	900,000 00	
Real estate in the cities of New York and New Haven	176,346 87	
Forfeited stock: allotments not taken	47,900 00	
Due from Wm. Bement	88,255 05	
Materials and supplies on hand	274,934 71	
Cash in bank and due from agents, &c	377,170 59	
	$8,008,087 26	
Capital stock: 60,000 shares	$6,000,000 00	
Bonds payable December 1, 1866; past due	3,000 00	
Bonds payable October, 1875, interest at 6 per cent., coupons due April 1st, and October 1st, annually	1,059,500 00	
Interest and dividends unpaid	38,330 00	
Accounts payable: March pay rolls & balances due connecting roads	201,088 66	
Profit and loss	706,168 60	
	$8,008,087 26	

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, New York; William W. Boardman, Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

Mont Cenis Railway.

The International Commission of the Mont Cenis Railway met at St. Michel on the 4th of May, for the purpose of making the trial trip over the new road. The train containing the members of the commission, and consisting of locomotive, tender, and three first class passenger cars, left the station at half past two o'clock in the afternoon, reached the tunnel at four o'clock, passed the night at Modena, started again at half past seven o'clock the next morning, stopping frequently by the way to inspect the works; and finally reached Susa, at the foot of the Italian slope of the Alps, by five o'clock that afternoon. The ascent and descent of the mountain grade were made in four hours and a half. The time occupied in this trial trip was, of course, much lengthened by the many stoppages and visits of inspection. Several freight trains will be run daily over the road during the next month, in order that a longer experience may secure safety for passengers; after which the regular passenger trains will begin to run each way several times a day.

Wilmington and Manchester Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From freight	$240,404 16	$255,087 87
" through pass	76,174 86	126,547 54
" way passengers	61,948 20	52,271 98
" Governm't transp.	5,319 09	5,885 50
" U. S. mail	18,494 02	17,100 00
" sales of old iron	29,719 10	6,395 73
	$432,059 43	$463,288 62

The operating expenses in 1866–'67, were:

Maintenance of way	$82,141 52	
Cars	17,272 09	
Motive power	49,285 13	
Conducting transportation	73,856 00	
General expenses	26,542 40	
Ferry	4,351 06	
	$253,448 20	
Deduct material on hand	4,300 00	
		249,148 20
Net earnings		$214,140 42

The earnings are $31,229 19 in excess of those of the previous year, while the operating expenses show a reduction of $30,367 68. The expenditures for reconstruction were $30,000, and for extraordinary, (including $7,848 32 for taxes,) $12,770 46.

Operative and reconstruction expenses the past year include not only what had already been expended, but also all debts contracted during the year. The President in his report says:

An examination of the reports and figures will show that the road has done a very good business, and has been skillfully and economically managed.

The present indebtedness of the company is a subject which merits and has received great attention. When the work of re-constructing and re-equipping the road was commenced, the intention was to pay this indebtedness chiefly by the sale of bonds. Notwithstanding every effort has been made, we have not yet been able to negotiate all of our securities, and it is from this cause the company is now pressed for money. In this respect, however, the company is by no means peculiar or alone. In truth, our condition is only similar to quite all roads in the South which were compelled to make outlays to any very considerable amount by the consequences of the late war. Railroad companies with bonds, in many instances better than our own, have been equally as unable to realize as much money as they needed from them. We feel justified in saying our experience in this respect has not been different from that met by railroad companies generally, South. The causes producing this have been beyond the control of all of us, and are chiefly political. Individuals, even in their private business, have met the same difficulties in raising money, and from much the same causes. Notwithstanding, however, all these obstacles, persistent and continued efforts were made to relieve us from embarrassment, and when we state we have at different times placed some $220,000 of our bonds and raised some $500,000 in money, you will see these exertions have not been in vain. In addition, we heve rearranged nearly all of our former bonded debt with accrued interest, covering transactions amounting to some $1,281,740 32. The present indebtedness of the company is by no means so large as to be beyond its management and control. We regard its debt as one which can be compassed without very great difficulty, though it may require some time to do so. It is true we now need money, but we know of but few corporations which are not in the same condition, and our impression is, our case is one susceptible of control and arrangement.

The following is a statement of the *actual debt* of the company:

Actual bonded debt now out		$1,550,740 32
Total floating debt, embracing that before the war, during the war, and since the war		731,767 06
Total actual debt		$2,282,507 38

The bonded debt is not troublesome. The floating debt is the one which enlists our special attention. This debt amounts, as above stated, to $731,767 06, as appears from the Treasurer's books. Of this sum $147,714 94 is in Confederate currency, and could, we think, be arranged for $15,000 in present currency. In the floating debt is also embraced $15,754 66, which will probably never be called for, as much of this sum has been standing on the books of the company since 1852, the creditors in some instances being dead and without legal representatives, and on other portions of it similar natural and legal disabilities exist. Under these circumstances we think it reasonable to state the *actual* floating debt of the company to be $568,297 46. Various modes might be suggested for its management and reduction, but as these would require much detailed explanation, it is probably best to leave the matter to the President and Directors for their control and adjustment.

The liabilities of the company are as follows:

Capital stock		$1,147,018 33
First mortgage bonds, divided as follows:		
First preference or series	$800,000	
Second preference or convertible	650,000	
Third preference	550,000	2,000,000 00
Second mortgage bonds		500,000 00
Floating debt		731,767 06
Total		$4,378,785 39

As stated above, the *bonded debt now actually* out is $1,550,740 32. The road being bonded for $2,500,000, leaves still in the hands of the company as an asset undisposed of $949,259 68. The greater portion of this sum is available to pay off the floating debt, if desirable. Our impression, however, is, the floating debt can be paid off without using this asset. The ability of the road to provide for the interest on its entire bonded debt, should it be deemed best to dispose of all its bonds, appears from the receipts and operating expenses of the year which has just closed. In the event all its bonds were sold, the interest account of the company would be $175,000 per annum. The net earnings this year were $214,140 42; it therefore appears it can manage a bonded debt of that extent on its present business. It is reasonable to expect an increase in its business, in which event the whole matter would be still more under control.

We submit in the next place the following facts and figures for your consideration:

Amount of old first mortgage bonds, due June 1st, 1866	$596,000
Interest due on same to June 1st, 1866	187,985
Amount of old second mortgage bonds, due June 1st, 1873	200,000
Interest due on same to May 1st, 1866	60,865
Amount of income bonds due March 1st, 1864	160,000
Interest due on same to Sept. 1st, 1866,	32,316
Bonds secured by pledge of W. & W. R. stock, due May 1st, 1865	75,000
Interest due on same to May 1st, 1866	13,125
Total old bonded indebtedness of the road	$1,031,000
Total interest past due on same	$294,291

This bonded indebtedness was created in the original construction of the road, and the past due interest accrued during the war, because of the impossibility of paying the coupons as they fell due, when held outside of the Southern States. To prevent confusion, you will please understand, when we state, as we do above, that the total bonded or funded debt of the company, *now actually out*, is $1,550,740 32, the above $1,325,291 is a part of, and included in it. As was reported to you at your last annual meeting, steps were taken in December, 1865, to rearrange and readjust all this old bonded debt of the company and its past due interest, and a statement was submited as to what progress had been made. We are pleased to be able to report additional progress, and to state that at present, of the original issue of $596,000 of old first mortgage bonds, all have been exchanged but $36,000; of the second mortgage bonds of $200,000, all have been exchanged but $9,000; of the issue of income bonds amounting to $160,900, all have been exchanged but $5,000; and of the bonds secured by pledge of Wilmington and Weldon Railroad stock, amounting to $75,000, all have been exchanged.

The cost of reconstructing, re-equipping and resuscitating the road up to this time has been $724,058 89. When it is remembered what condition the war left us in, and further, that there is embraced in this $724,058 89, all unsettled accounts of previous years, covering debts incurred before, during, and since the war, the amount will probably not appear large.

We are pleased to inform you that the business of the road, notwithstanding very decided reductions in both freight tariffs and passenger rates, shows a gradual increase. With certain modifications of passenger schedules, and some further extension of our through freighting arrangements, the revenue of the road can be considerably increased.

The company have 14 engines, 13 passenger, 4 mail and 1 baggage, 55 box, 61 platform, 7 shanty and 17 timber cars.

The number of through passengers carried was 23,037; do., local, 34,047.

The ordinary and extraordinary expenditures (including unpaid requisitions and bills of previous years,) for the year ending September 30, 1867, were:

Previous years	$136,086 96
Repairs of track	63,707 87
" bridges and trestles	23,696 41
" stations	35,409 87
" locomotives	23,271 69
" coaches and freight cars	18,422 71
Fuel	22,838 13
Oil, waste, etc.	6,354 31
Conductors, enginemen, firemen, etc.	43,264 95
Losses and damages	1,291 68
Ferry	4,630 46
Salaries, office expenses, printing, etc.	34,736 96
Total	$413,712 00

The following is an abstract of the Treasurer's

Exhibit, showing the business of the company for the year:

Cash on hand, Sept. 30, 1866		$2,838 72
Bills receivable "		8,814 51
Sundry balances due "		70,594 25
Sundry balances due, 1866 (C. S. currency)		73,866 20
Accounts credited profit & loss, Sept. 30, 1867		1,226 06
Earnings from transportation, as above		463,288 62
Received from sales of old rails		8,926 10
Increased liabilities this year, (including $300,740 32 interest on old bonds funded)		584,593 19
Total		$1,214,087 65
Paid on account of construction, reconstruction and equipment (including bills of previous year charged up)		$140,511 93
Expenses of road this year, etc., as above		413,712 00
Interest paid this year		146,250 05
Interest on bonds funded		300,740 32
Paid for surveys		141 50
Discount on bonds and notes sold		4,870 00
Bills receivable	$8,814 51	
Cash	10,305 61	
Sundry balances due Co.	104,533 03	
		123,653 15
Due in C. S. currency		73,806 20
Due from Florida R. R. Co.		10,402 50
		$1,214,087 65

The condition of the company from commencement to the close of the last financial year is shown in the annexed:

BALANCE SHEET.

Construction and equipment		$3,411,758 69
Paid for surveys		3,085 82
Cheraw and Darlington R. R. stock.		19,211 22
Wilmington and Weldon R. R. stock		201,500 00
Paid on account of interest		146,250 05
Interest on bonds funded		300,740 32
Bills receivable	$8,814 51	
Cash	10,305 61	
Accounts	104,533 03	
Due in C. S. currency	73,806 20	
Due from Florida R. R.	10,402 50	
		207,861 85
		$4,290,407 95
Capital stock		$1,147,018 33
First mortgage bonds	$36,000 00	
Second "	9,000 00	
Income bonds	5,000 00	
		50,000 00
First mortgage 1st preferred bonds		735,000 00
" convertible "		146,000 00
" 3d preferred "		528,500 00
Second mortgage bonds		80,000 00
First mort. 1st pref. bond scrip		5,382 43
" 3d " "		5,357 89
Bills payable		328,381 99
Due on Negro bonds		14,793 26
" pay rolls		77,198 53
" open accounts		159,271 20
" requisitions		57,463 17
" accounts payable		13,013 41
" dividends 1861-'64		86,641 50
Profit and loss		811,305 62
Net earnings for the past year, after deducting all expenses of the present, and what is due to previous years		49,576 65
		$4,290,407 95

President.—HENRY M. DRANE.

Directors.—Jno. Dawson, Dr. A. J. DeRosset, O. G. Parsley, Henry Nutt, D. S. Cowan, Richard Bradley, J. Eli Gregg, Geo. J. W. McCall, Wm. E. Mills, James G. Burr.

Superintendent.—WILLIAM MCRAE.

Secretary and Treasurer.—WILLIAM A. WALKER.

Hazleton Railroad Company.

A meeting of this company was held in Philadelphia on the 22d inst., for the purpose of considering and acting upon an agreement for consolidating the company with the Lehigh Valley Railroad Company. The substance of the agreement is as follows: The directors of the Hazleton Railroad Company are to declare a cash dividend of 2½ per cent., or $1 25 a share, and the Lehigh Valley Railroad Company are then to exchange fifty-seven shares of their stock for every fifty shares of Hazleton stock, and in the like proportion for smaller amounts; that is, the Lehigh Valley Railroad Company are to pay a premium of fourteen per cent. in stock for the stock of the Hazleton Railroad Company.

By a vote of the stockholders, considering the agreement, the merging articles were agreed to; and a dividend of 2½ per cent. has been declared, payable on and after the 26th inst., on the presentation and surrender of their certificates for exchange for certificates of the Lehigh Valley Railroad Company.

Worcester and Somerset Railroad.

This road is designed to connect Newtown, Worcester Co., Md., with Westover station on the Delaware Railroad. A meeting of the friends of this project was held at Newtown on the 13th inst., and the *Gazette* of that place says that the subscriptions then obtained, united with those procured since, "secures the construction of the road beyond a doubt and an immediate organization of the company." The main purpose of the road is to attract northern and western emigration and to enhance the value of land, and subscriptions were greatly stimulated by statements in reference to tracts along the line of the Delaware Railroad which had been doubled, trebled and even quadrupled in value by its construction.

Somerset Railroad.

A meeting of the directors of this road, which is to connect with the Maine Central Railroad at Waterville, Me., was held at Anson on the 16th inst., at which all the directors were present for the organization of the company. Joel Gray was elected President, O. R. Batchelder of Solon, Clerk, and George A. Fletcher of North Anson, Treasurer. Measures were adopted for the survey of the whole line, and other measures were adopted for the purpose of filling up the subscriptions to the capital stock. The road is to be built for cash raised by subscriptions to the stock, which has a guarantee of 6 per cent. from the Maine Central Railroad Company, at a cost of $20,000 per mile. No mortgage is ever to be created, and the road not to be placed under contract until the subscription is filled to half a million of dollars.

☞ The Sheboygan and Fond du Lac Railroad is graded about thirteen miles west of Glen Bulah, and it is asserted that the cars will be running to within eight miles of Fond du Lac by the middle of July.

☞ It is expected that the track of the Boston, Hartford and Erie Railroad, between Putnam and Mechanicsville, will be ready for use in a few weeks.

☞ The Lehigh and Susquehanna coal trains made their first connection with the Central Railroad of New Jersey on the 4th inst.

Tredegar Iron Works, Richmond, Va.

We call attention to the advertisement, in another part of this issue, of the Tredegar Co., the Successors of J. R. Anderson & Co., long the proprietors of this establishment.

These Works have been in successful operation for over 30 years, manufacturing all the important articles required in the construction and maintenance of railroads, and for other important interests of the country.

The engines, both marine and stationary, built at these Works, have always taken high rank among other manufacturers. The Bar Iron, of which they have supplied large quantities to the United States Government, including the cable iron, for which they were Contractors for many years, has stood the highest tests to which any iron had been subjected, and always was considered among the best irons contracted to be furnished to the Government.

This company has lately patented and put in operation, the machinery for making the double continuous lip rolled chairs, of which they make several sizes, and those who have extensively used them and are competent judges, consider this the most perfect machinery for making chairs ever put in operation in this country, whether regard be had to the quantity manufactured, or to the perfection of the chairs. The railroad spikes furnished by this company, are manufactured on the Celebrated "Swett" machine, making a long chisel point, enlarged under the head for greater strength, entitling them to a preference over those made on other machines. In fine, all articles produced at these Works are of the best quality, and may be fully relied on as equal to any in the market.

Those in want of the products embraced in their advertisement, are invited to call at their office, No. 60 Broadway, or at the Works in Richmond, Va. The Vice President of the company, JNO. F. TANNER, Esq., who has been connected with the Works from their commencement, is in charge of the office in this city.

Cumberland Valley Railroad.

The managers of this road are busily engaged purchasing the right of way from this place, the present terminus of their road, to Williamsport, in this county. We are informed that they have been uniformly successful in securing rights of way. This extension we consider a very necessary one—one which will not only be a great source of revenue to the company, but will be of incalculable advantage to the citizens of that portion of the country through which it passes, as well as to the adjacent counties of Virginia.—*Hagerstown Free Press.*

☞ The Reading (Pa.) *Eagle*, of May 20th, says: "A corps of engineers are now running the course for a railroad up through the Monocacy Valley. They are running two courses at once—the one branching off at or near the confluence of the Lime Kiln Creek, following that valley. The contemplated road is to end near Lyon's Station, on the East Pennsylvania Railroad.

☞ The Manassas Gap Railroad is now running to Front Royal. The bridge over the South Branch of the Shenandoah is completed, the ties and rails are being laid, and remaining bridges under process of construction, and it is thought the road will be running to Newmarket in June, and its former western terminus, near Harrisonburg, by October.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna 100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis 100	125,000	J.A.J&O	Oct.'67 1¾
Atlanta and West Point 100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina 100	5,545,225		
Atlantic & Gt. Western 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence* 100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah 100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio 100	16,151,962	A. & O.	Apl. '68 4
Do. Washington Br. 100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger	670,000		Jan. '68 3
Bay de Noquet & Marq 100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware 100	997,112		
Berkshire* 100	600,000	J.A J&O	Apl.'68 1¾
Blossburg & Corning.* 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont. 100	459,600		
Do., do. pref. 100	1,340,400	M. & N	May '68 3
Boston and Lowell 500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence 100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J A. J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.) 100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n 100	399,800		
Buff., New York & Erie* 100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n) 100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy 100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic, pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jan. 63 3½
Catawissa 50	1,150,000		
Catawissa, pref. 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jan '68 4½
Central of Georgia 100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey 100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio 100	400,000	J. & D.	Jun.'68 3
Do. pref.		J. & D.	Jun.'68 3
Cen. Park, N. & E. River 100	970,000		Oct.'67 2½
Charlotte & S. Carolina 100	1,201,000		
Chemung* 100	380,000		Mar. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton 100	3,886,643	M. & S.	Mar. '68 5
" " pref. 100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern 100	4,390,000		
Chicago, Iowa & Nebras* 100	1,000,000		Jan.'68 5
Chicago and Milwaukee* 100	2,227,000		
Chicago & N. Western 100	13,160,927	June	J'n'68 10s
" " pref. 100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific 100	9,100,000	A. & O.	Oct. '67 5
Cin, Ham. & Dayton 100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger		J'n & J'ly	Jan.'68 $2
" Street		J. & J.	Jan.'68 $2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati 100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning* 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta 100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen. 100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia* 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth 100	350,000	J. & J.	Jan. '68 5
Coney Island & Brooklyn 100	500,000		
Conn. & Passump. Rivers 100			
Do. do. pref. 100	1,673,300	J. & J.	Jan. '68 3
Connecticut River 100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan* 100	2,384,941		
Delaware 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley 100	1,550,050		
Detroit & Milwaukee 100	452,359		
" " pref. 100	1,500,000		
D. Dock, E. B'dw. & Bat. 100	1,200,000		
Dubuque and Sioux City 100	1,673,641		
Do. do. pref. 100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.) 100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia 100			
East Tenn. and Virginia 100			
Eighth Avenue (N. Y.) 100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand* 100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport* 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref. 100	8,535,700	Annual.	Jan. '68 7
Erie & North East* 100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv. 100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester 100	247,800	J. & J.	Jan.'68 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y. 100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.) 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) 50	160,000	J. & J.	Jul. '67 2
Granite 100		J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven 100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph 100	1,900,000		
Do. do. pref. 100	5,253,830		
Hanover Branch, Pa. 50	116,850	M. & N.	May '68 5
Housatonic 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay. 50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago* 100	1,500,000	J.A J&O	Apl.'68 1¾
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb. 50	1,335,000		
Lehigh and Mahanoy 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort 100	514,646	M. & N.	Nov.'67 3
Little Miami 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill* 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore	95,194		N'v'67 10
Louisv., Cin. and Lex. pr. 100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville. 100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb. & Chicago. 100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western 100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central 100	1,600,860		
Manchester & Lawrence 100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston 100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston) 100	1,250,000	J. & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. 100	9,811,300	May.	M. '68 10s
" " guaranteed. 100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston) 100	400,000		
Millville and Glassboro' 100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref. 100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul 100	3,627,000	J. & J	
" " " pref. 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point 100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Nashua and Lowell 100	600,000	M. & N.	May '68 5
Nashville & Chattanooga 100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton 100	500,000	J. & J.	Jan.'68 4
New Haven & N. London 100	738,538		
N. Haven & Northampton. 100	1,224,100	J. & J.	Jan. '68 3
New Jersey 100	5,000,000	F. & A.	Feb.'68 5
New London Northern 100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n. 100	4,093,425		
New York Central 100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven. 100	6,000,000	J. & J.	Jan. '68 5
N. Y., Provid. & Boston 100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai* 100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue 100	797,400		
North Carolina 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh. 100	3,068,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n. 100	3,077,000	F. & A.	Feb. '68 3
" " pref. 100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi 100	20,222,647		
" " pref. 100	3,607,197	J. & D.	Jun'68 3½
Old Colony & Newport 100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri 100	3,581,000		
Panama 100	7,000,000	J.A.J&O.	Apl. '68 6
Paterson and Ramapo 100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv 100	630,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley* 100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg 100	1,865,600		
Philadelphia and Erie* 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton* 100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt. 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623		
Pittsb., Ft. W. & Chicago. 100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams 100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec 100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th* 100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester 100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga 100	800,000	A. & O.	Apr.'68 3
Richmond and Danville 100	2,000,000		
Richmond and Petersb'g 100	847,000		
Rich., Fred. and Potomac 100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb. 100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred 100		F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute 100	2,800,000		
" " " pref. 100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o. 100	1,469,429		
Sandusky and Cincinnati 100	2,089,000		
" " pref. 100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark 100	900,000		
Saratoga and Hudson R. 100	1,020,000		
Saratoga and Whitehall* 100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston 100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St. (Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke 100	868,200		
Second Avenue (N. Y.) 100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia 100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi 100	1,000,000		
Staten Island 100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y. 100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama 100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.) 100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw 100	1,650,000		
" " " 1st pref. 100	1,700,000		
" " " 2d pref. 100	908,176		
Tol., Wabash and West. 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston 100	607,111		
Troy and Greenbush* 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd* 100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.) 100	200,000		
Union Pacific 100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River 100	834,400	J. & J.	Jan. '68 4
Vermont and Canada* 100	2,250,000	J. & D.	Jun'68 4
Vermont Central 100	8,000,000		
Vermont and Massachu'ts. 100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee 100	3,452,815		
Western (Mass.) 100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237		
West Jersey 100	731,050		Feb.'68 4
West Philadelphia 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester 100	1,130,470		
Wilm. and Weldon 100	1,340,213		
Worcester and Nashua 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson 100	10,000,000	F. & A	Feb. '68 8
Delaware and Raritan 100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated) 10	1,025,000	F. & A.	Feb.'67 3
" (preferred) 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water 50	2,052,083		
Union 50	2,907,850		
" preferred 50			
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship 100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship 100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph 100	28,450,000	J. & J.	Jul. '67 2
American Coal 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal —	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal —	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble 25	1,000,000		Dec'67 2½
Adams Express 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express 100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp. 100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	96
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,248	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,548	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,528,225	1,250,000	—	183,198	736,709	129,635	10	....	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	....
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	....
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	15.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	....
30 Sep. '67	11.00	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	....
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	....
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,560	550,000	54,827	531,915	16,285	—	100	....
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	....
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Morls'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	190,000	—	522,705	loss.	5	100	135
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N Y.)	2,408,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	....	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	—	—	(Lease	d.)	—	....	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	....	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	15,850	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct. '67	2.06	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peopies, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct. '67	7.08	....	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	56½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	65
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	37½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morls'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage guarantied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	....
Maldon & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	109
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	142
" " " ..... coupon		6	" "	1868	143¾
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	*Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	115
" " " ..... coupon		5	" "	1874	117¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	115¼
" " " ..... coupon		6	" "	1881	115¼
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan. & July.	1881	115½
" " " ..... coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,442,065,450	6	May & Nov.	1882	108½
" " (5-20s) ..... coupon		6	" "	1882	111¾
Loan of March 3, 1864 (5-20s) .. registered		6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	108½
" " " (5-20s) ..... coupon		6	" "	1885	109½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	111¼
" " " (5-20s) ..... coupon		6	" "	1886	110½
" " 3d series (5-20s) ... registered		6	" "	1887	109½
" " " (5-20s) ..... coupon		6	" "	1887	111½
Loan of March 3, 1864, (10-40s) .. registered	188,925,400	5	Mar. & Sept.	1904	105¾
" " " (10-40s) .... coupon		5	" "	1904	105¾
Pacific R. R. Bonds ..... (currency)	23,983,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	163,490,250	(7.3	June & Dec.	1868	109
" " (7-30s) Mar. 3, '55: 3d series		7.2	Jan. & July.	1868	109
Matured Debt not presented	7,649,284	---	presentation.	----	----
Gold Certificates of Deposit	19,357,900	---	presentation.	----	----
Compound Interest Notes 1864-'65	44,573,680	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,727	---	.....	----	----
Three per cent. certificates	28,330,000	---	.....	----	----
Fractional currency	32,450,490	---	.....	----	----
Navy Pension Fund	13,000,000	---	.....	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	--
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421,000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1836	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
" — " " (R.R. various) "	120,000	5	"	1889	----
" — " " (") cur'cy.	159,974	5	"	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	"	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	100
" — " (Bounty)	601,000	6	"	abt. '74	100½
" — " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	"	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	126
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	112¼
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	110½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102¾
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	----
" — " " (Union Bank)	5,000,000	6	.....	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92¾
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	89½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" *—Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	8	Jan. & July.	1869	99¾
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	110
" — " " " .. registered	27,726,500	7	" "	1877	110
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	102¾
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909,607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Cana und Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500,000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	68½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97
" — " " ..... registered	5,083,062	5	"	'68-'70	98¾
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	107¾
" — " " 2d series	7,909,620	6	" "	1882	107¾
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100¾
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	69¾
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,969,398	6	" "	long.	51½
" — " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	"	1876	55½
" — " (") ..... coupon	489,300	6	"	1886	----
" — " " (")	39,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,154	360,641	5,167,371
1868	404,467	393,251	318,219	421,008	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	369,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,812
1868	383,600	281,900	262,800	288,700	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,350	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	898,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,412
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,715	1,421,881	1,041,546	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,084	4,663,808
1868	362,021	338,335	381,497	455,983	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,358	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	415,758	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	------	------	------	------	------	------	------	------	------
1868	368,487	350,884	333,281	425,629	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,428	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,243,126
1868	492,694	602,753	684,190	774,103	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,988	204,726	2,084,974
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,499	2,207,931
1868	127,593	138,392	149,164	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,631	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	308,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,333
1866	45,102	36,005	39,301	43,332	86,918	62,918	85,276	60,698	84,462	100,312	73,248	54,463	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 268	79,431	54,719	774 987
1868	46,415	40,703	39,198	49,231	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	938,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	98
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99¾
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1839	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (¼ in '69, ¼ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90¾
" " $2,500,000	867,000	6	May & Nov.	"	1889	91
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86⅝
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1863	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income bonds	1,700,000	7	April & Oct.		1883	92½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	85
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96½
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	92
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	83
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101¼
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88¾
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	78½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	89¾
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	364,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgagé (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95¾
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	Baltimore.	1891	93¾
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	94¾
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	89
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,600	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	105,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	97½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1897	93½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1878	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	----
2d Mortgage	145,000	7	" "	"	1868	----
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	----
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct.	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	----
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	" "	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	----
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	336,000	6	Jan. & July.	Oswego.	'70-'80	----
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	96
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	----
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	----
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	----
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	----
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	----
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	----
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	----
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	----
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	----
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	----
" 1849, "	2,356,600	6	April & Oct.	"	1870	99½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	----
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	----
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	----
2d Mortgage	250,000	7	" "	" "	1883	----
Equipment Bonds	296,000	7	" "	" "	1876	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	----
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	67½
Mortgage (Registered)	504,000	7	"	"	1873	67½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	----
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1876	----
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	281,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	----
Six per cents	73,972	6			1878	----
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	----
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	----
3d Mortgage	71,000	7			1870	----
Registered Convertible	128,893	7			1873	----
South Carolina:						
State Loan	187,000	6			1868	----
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	----
Domestic Bonds	643,500	7	April & Oct.		'69-'91	----
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	----
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---				----
South-Western (Ga.):						
1st Mortgage	437,000	---		Macon.	'75-'85	----
Steuben'y and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	----
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	----
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	----
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	----
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	63½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72
Consol. mort. (T., W. & W.)	1,880,000	---				----
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	33
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	983,000	6	" "	New York.	1884	----
State Loan 1859-'60	210,000	6		Richmond		----
Coupon bonds of 1865	53,000	8		"	1876	82½
Funding Interest bonds	185,089	8		"	'70-'77	----
Dividend bonds	121,227	6		"	65-'76	----
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	----
2d Mortgage	23,500	6	" "	" "	1878	----
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	----
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	93
2d Mortgage	780,000	7		Philadelphia.	1896	----
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79½
1st Mortgage guaranteed	200,000	6	" "	"	1890	----
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	----
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	----
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	----
2d Mortgage	200,000	7	May & Nov.	" "	1873	----
Income Bonds	169,000	7	March & Sept.		1864	----
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	----
"	179,777				1886	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
1 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—				—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,394	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	396,900	100,000	—	----	23.8	53,855	105,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----	----	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	----	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----	----	62.0	----	67,143	loss.	—	----
30 Nov. '67	93.0	3.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	----
30 Nov. '67	100.0	—	----	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	151
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,330,357	66.4	364,521	680,438	204,086	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,817	3,535	—	----
— — '62	59.9	—	5.0	—	---	---	----	*Fla., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
— — '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	----	391,477	68,880	3½	----
— — '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	753,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	1183 940	6,686,956	229.0	----	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	----	1,136,142	246,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,203,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,743,733	10	128
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	149½
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	----	10,161,735	2,226,967	—	70
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	3,146,524	635,486	18,506,768	409.3	1,621,307	3,574,034	1,413,999	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	----
31 Dec. '67	454.8	252.5	----	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,607	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	148½
31 Dec. '67	111.0	—	----	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	754,463	187,005	—	----
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----	—	4,000,000	6,700,000	—	10,700,000	209.0	----	2,207,931	----	—	48½
								INDIANA.													
— —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----	----	----	4,390,000	5,600,000	----	----	224.0	----	----	----	—	20
31 Aug. '65	132.0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	27½
31 Dec. '64	84.0	—	----	—	15	---	----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	----	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,402	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,384	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,208	156.5	319,880	805,271	237,861	—	55
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	796,004	5,507,204	162.0	----	735,587	309,685	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	}			} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0					
30 Jun. '67	65.1	—	5.4	—	}	14	13	225	} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,536,923	65.1	248,321	510,319	153,217	7
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,060	444,172	12,841,095	334.0	929,486	2,158,874	810,468	6 / 8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	----	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,282,015	248,969	103,434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	—	Chic. Detroit & Can. G.T. Junc.	built and		equipp	ed by G	r. Tr'k R.	R. Co. of	Canada					—	----
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.6	----	340,898	----	—	----
31 May '67	284.8	—	23.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,545	329.3	1,902,098	4,325,490	1,498,713	10	120
29 Feb. '68	246.0	277.8	----	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,038,640	267,478	20,762,597	523.8	2,387,393	4,747,219	1,880,832	—	88
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	----	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	----	—	----	575,000	----	----	----	----	----	----	----	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	----	—	----	600,000	----	----	----	----	----	----	----	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	----	—	----	500,000	----	----	----	----	----	----	----	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	534,342	328,602	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	----	206.8	579,324	1,047,567	420,026	—	78½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	----	1,020,089	267,804	—	----
31 Dec. '62	152.0	—	3.6	----	---	---	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,574	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719,230	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,309,000	1,280,000	2,000,000	—	5,000,000	127.0	----	----	----	—	----
28 Feb. '64	86.5	3.6	8.2	----	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	49 558	6,352,109	90.1	239,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	106½
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	121½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,236	550,992	10	127
31 Dec. '67	133.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	45
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.5	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,854,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	84.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	140
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	945,761	85,854	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	122½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	118½
30 Nov. '67	51.0	42.5	76 9	—	31	53	507	Fitchburg	3,189,851	350,149*	463,637	3,540,000	—	—	4,050,280	93.5	505,382	1,101,444	354,744	9	131½
30 Nov. '67	13.9	—	3.9	—	8	8	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,196	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O.b y B. & L.)		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,320	2,870,000	128,060	7,618,306	141.0	826,061	1,381,065	336,310	6	91½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	632	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b y B & L.)		17,500	16,688	7½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by Troy and		Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	559,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	97½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	5.0	—	27	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	71½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	120
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,201	242,998	8	115
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79 2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,508,511	781,801	10	129½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	9½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,495	5,497,127	13,768,000	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	129
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,437	1,613,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	65½
31 Dec. '67	33.8	—	33 5	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,150	10	135
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300,000	62,145	495,044	25.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	87.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,710	484,228	220,215	—	—
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,350	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	49,247,770	*	5,071,492	25,111,210	22,429,920	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	71½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	143½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	692.0	6,401,240	13,979,514	3,109,801	6	132½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	438	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,648	86,515	—	69
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,620	8	—
30 Sep. '67	174.9	—	30.0	—	31	55	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	88½
30 Sept. '67	75.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,834,600	353,613	4,588,243	218.6	—	1,215,471	449,003	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	658,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	443,171	2,600,282	112.9	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	53,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,506	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	—	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.2	—	.....	—	28	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	107½
31 Oct. '67	95.5	—	54.0	—	42	31	1,039	Clev., Painesville & Ashtabula	3,852,090	986,337	—	8,750,600	2,500,000	—	11,250,000	95.5	804,876	2,659,346	973,518	10	108
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	88½
31 May '67	109.5	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	110½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464,078	—	736,66	1,786,200	248,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,099	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	598,698	28,108,918	340.0	.....	3,459,319	286,455	—	31½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,492	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,620	184,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,823	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	240	1,269,485	3,809,353	1,002,471	—	54½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,950,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	5¼
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,808,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	121
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,997	—	----
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,838	5	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	----
31 Oct. '67	36.0	18.0	33.0	—	--	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	edPenn.	—	133,284	7	----
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	----	2,341,375	58.8	149,189	186,451	52,348	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,758,130	80.0	508,071	790,808	233,845	—	----
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	----
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,376	3,580,764	1,272,069	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	---	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	868,000	—	3,514,100	oper	.by Read	ing R. R.	—	—	38½
31 Oct. '67	93.3	—	51.9	—			—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	57½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,604	5	38½
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311 840	591,555	34,949,145	561.5	7,740,290	16 340,156	4,154,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315,164	634,717	298,318	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996.700	13,000,000	22,478	19,019,173	287.5	1,604,826	2,334,731	loss.	—	26½
31 Oct '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	48½
31 Oct. '67	26.5	—	32·2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,116	33.3	—	863,705	299,326	10	129½
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	56
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1.776,129	1,500,000	74,863	3,420,992	70.9	339,804	608,596	270,419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,882 628	10	1.4
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,552	375,680	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	84.6	124,206	262,569	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,855	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	—
28 Feb. '67	102.0	—	----	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	----	- -	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,675	242.0	----	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	----	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,481,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----					—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	----	367,252	173,729	—	—
1859	47.4	—	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	—
1859	—	—	----	—	—	-	—	Nashville and Northwestern	----	—	—	----	----	----	----	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,958	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	—
-- -- '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	171,560	----	50.0	31,300	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,320	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	----	2,250,000	ope	r. by Vt.	Central	180,000	8	97½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	----	----	23.6	----	90,278	34,358	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	----	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680,685	694,000	----	----	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	----	----	----	2,063,655	2,923,000	380,780	----	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	----	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	----	289,581	49,581	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,961	279,945	145,385	7	----
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
28 Feb '67	80.0	—	----	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	----
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,438	3,353,679	1,919,550	377,297	6,879,046	221.8	300,405	554,611	135,648	—	----
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,882	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	67
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	----	----	----	—	40
----	—	----	----	----	---	---	----	Western Union	----	----	----	----	----	----	----	—	----	----	----	—	
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	15
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	62½
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,865	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	—
11 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	----	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	-	—	4,658,706	—	—	—	108.0	— —	148,339	55,777	—	—
July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	02,[illegible]	—	1,380,000	13,100	136,000	1,[illegible]09,232	60 0	----	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,[illegible]	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
	8.		—	—	11	22	120	Pan ma	8,900,000	*		4,01[illegible]	[illegible]	—	10,763,723	48.7	----	827,438	1,3[illegible]		----

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		----
Camden & Atlantic (preferred)	620,300	7	—	18
Catawissa (preferred)	1,150,000	7	—	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	67½
Chicago & Alton (preferred)	2,425,400	7	7	129
Chicago & Northwestern (pref.)	14,789,125	7	7	80½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	84
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	7	7	40⅝
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	—	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28½
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	104
" " (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7	—	78½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69⅝
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	------	--	------	------	------
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	------	------	83
Boat Loan	267,010	6	------	------	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	72
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1875	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	42
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	48½
Delaware and Hudson	100	10,000,000	10	164
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	79
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	10
" " (preferred)	50	2,888,988	—	20⅝
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----------	---	¾
Union (preferred)	50	2,787,000	—	⅞
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	39 — @ 42 —
Pig, American, No. 1	39 — @ 40 —
Pig, American, No. 2	36 — @ 37 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
(Store Prices.)	
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Sand	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅝ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s	— 17 @ — 18
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	52 50 @ 52 50
Rails, American (at works)	78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring. (2d and 1st qlty.)	— 10 @ — 12½
English Blister. (2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½ @ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 37½ @ 6 50
German Refined (gold)	6 37½ @ 6 62½
English (gold)	6 37½ @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 27½
Straits (gold).	— 24½ @ — 24⅝
English (gold).	— 24½ @ — —

	Gold.	Currency.
Plates, I.C. Charcoal. p. box.	8 12½ @ 8 37½	11 50 @ 12 50
Plates, I. C. Coke	6 75 @ 7 37½	9 50 @ 10 50
Plates, Coke Terne	6 25 @ 6 37½	9 — @ 9 25
Plates, Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— — @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 17½ @ — 18
Refined, free, S. W.	— 36 @ — 37
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 28
Refined, in bond, Standard White	— 29½ @ — 30
Refined, in bond, prime White	— — @ — —
Naptha, Refined, (60 @ 63 gravity)	— 13 @ — 13½
Residuum per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Atlantic M. S. S. Co. 33	----	----	----	----	----	----
Boston, Hartford & Erie	----	15½	----	----	15	----
California 7s	----	----	----	----	----	----
Canton Co. 49½	50½	50½	50½	----	----	50½
Central of N. Jersey 120	----	----	----	----	----	120
Chicago & Alton	----	128	128	----	----	----
" " pref.	----	----	129	----	----	129½
" " 1 M.	----	----	----	103	103	103
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	----	----	----	----
Chic. & Northwest'n	----	66⅞	67½	68	68⅞	----
" " pref. 76½	77½	77½	78½	78⅞	79½	----
" " 1st M. 91	----	92½	92½	93	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	96½
" " Consol 92	----	92	92	----	----	----
Chicago & Rock Isl. 94½	96⅞	95½	96½	96	97½	----
" "1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg 84¾	85⅞	86	88½	88½	88½	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	79
Clev. and Toledo 106½	108½	108	109½	109⅞	109⅞	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash. 103½	105	105½	106½	----	108	----
Cumberland Coal, pref.	34½	35	----	----	----	35
Del. & Hudson Canal 159	159	----	160	160⅞	161	----
Del., Lack. & West.	120	----	----	121	----	----
" " 1M. 8p.c. '71-5.	----	97	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie 68⅞	69½	68⅞	69½	69⅞	70½	----
" pref.	----	----	74½	75	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79 101	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	96½
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort. 76½	76⅞	77	78	78½	78⅞	----
Hudson River 138	138	138½	----	----	143½	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central 147½	----	----	----	148½	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref. 28½	----	28½	----	----	----	----
" " 2d "	----	----	----	----	----	10
Mariposa Mining Co.	----	5	----	----	----	----
" " pref	----	----	----	----	----	----
Michigan Central 119	----	119	119	----	----	----
" SF. 8pc. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I. 86½	87½	87½	88½	88½	88	----
" " 1M. S.F. 100	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref. 100	101	104	----	----	----	----
" " 2d pref.	----	95	97	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul 64	65	----	65⅞	66½	67	----
" " pref. 76½	76⅞	77⅞	78	78½	----	----
" " 1st mort. 94	----	----	----	94½	95	----
" " 2d mort. 90	----	----	----	----	89	----
Missouri 6s 91½	91	91½	91½	91⅞	91⅞	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	65	----	----	----
" " 1st mort.	----	98½	98½	99½	100	----
" " 2d mort.	----	88⅞	----	----	89	----
N. Jersey R.R. & T. Co. 133	----	----	----	----	----	----
New York Central 128⅞	129⅞	129½	129⅞	130½	131⅞	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	94	----	----	----	----
" " 6s, S.F. '87 95	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	----	66⅞	66⅞	67½	68	----
" new 65½	65½	66	66⅞	66⅞	67½	----
Ohio & Miss. 30	30½	30½	30½	30⅞	31½	----
" " pref. 80	----	----	----	----	----	----
" " 1st m. 94	----	----	----	95	----	----
Pacific Mail S.S. Co. 91⅞	92⅞	92⅞	93⅞	96⅞	96½	----
Panama 325	325	----	----	----	----	----
Phila. and Reading 91½	93	93⅞	93⅞	94½	95	----
Pitts. Ft. W. & Chicago 108½	110	109⅞	109⅞	111½	113½	----
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	99⅞	----	----
" " 3M.	----	----	----	----	93	----
Quicksilver Mining Co. 29⅞	30½	30½	30	30	30½	----
St. L., Alton & T. H.	----	----	45	46½	48½	----
" " pref 66	----	----	67	68⅞	69½	----
" " 1M.	----	----	----	----	94½	----
" " 2M. pref.	----	----	84½	----	----	----
" " Inc. b'ds.	----	80	----	----	----	----
Tennessee 6s, ex-coup. 68⅞	68⅞	----	68⅞	69½	71	----
" new 67½	67½	67⅞	67	67½	69½	----
Tol. Wab. & Western 49⅞	49½	49½	50	50½	50⅞	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	93	----	----	----	93½	----
" 2M.	82	82	----	83	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon. 54½	55	----	55	56	58½	----
" new 53	53½	53⅞	----	----	58	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	114¼	----	115	
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104¾	105	104⅞	105⅛	105⅜	105⅞
U. S 5s, 10-40s, reg.	104¼	----	----	105	105⅛	----
U. S. 6s, 1881, reg.	114¾	----	----	----	115¾	115¼
U. S. 6s, 1881, cou.	114¾	115⅛	115	115¼	115⅜	115¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	106⅞	107	----	107¼	107¼	108¼
U. S. 6s, 5-20s, c. '62	109¾	110¼	110⅛	110¼	110⅜	111¼
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	108⅜	108⅛	108⅛	108⅛	108⅜	108⅛
U. S. 6s, 5-20s, reg. '65.	108¼	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	108¾	108¾	108⅛	108⅞	109	109¼
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	110¼	110⅛	110⅛	110⅝	111	111¼
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	110¼	110⅛	110⅛	110⅝	110	111¼
7.30 Notes, 2d series	107⅞	108⅛	108⅛	108⅛	108⅛	108⅞
" " 3d series	108	----	----	108⅛	108¾	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	----	----	----	----	----	----
" preferred	26¾	26¾	27	27⅛	27⅛	
Camden & Amboy	129¾	----	129	129	----	129¾
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	90¼
" " 6s, '89	----	----	----	----	----	91
" mort. 6s, '89	96⅛	97	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	20⅛	20¼	20⅛	20¼	20⅛	21⅛
" " 6s, '84	80	80	81	82	82	----
" " Gold L.	87⅛	87⅝	88¼	89	90	91
Lehigh Valley R. R.	54⅛	54⅛	55	56	55⅛	55⅛
" " 6s	95¼	----	----	----	95¼	----
Little Schuylkill R. R.	38⅛	38⅛	----	38¼	----	----
" " 7s	----	----	----	----	----	----
Minehill	56⅛	----	57	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	79	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	92⅛	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44⅛	----	----	44⅛	44¾	----
Pennsylvania R. R.	51⅛	51⅛	52⅛	52⅛	52⅛	53
" 1st m.	103	----	103⅛	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	107⅜	107⅛	----	108	108⅛	108¾
" " 6s, 2d series	107¾	----	----	----	----	----
" " 6s, 3d series	109	----	----	----	----	109¾
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	101¼	----	101⅛	101⅛	101⅛	101⅜
" " new	104¾	104¾	104⅛	105	105	105
Philad., Germ. & Nor.	67⅛	----	----	----	----	----
Phila. & Reading	45⅛	45⅛	46¼	46⅛	47	47⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	68	98	----	----	----	----
Philadelphia & Erie	25	25⅛	25⅛	25⅛	26	26
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	95¼
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	19⅛	19⅛	20	20⅛	----	----
" " 6s '82	71	71	----	----	71⅛	72
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	15⅛	----	----	----
" " 6s '78	62¾	----	63	62¾	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10⅜
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	39	----	----	----	----
2d and 3d streets, "	----	----	----	56¾	----	56⅜
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	----	----	----	98	98	----
" " 1886	----	----	----	----	----	----
" " 1890	98⅛	98⅜	98⅜	----	98⅜	98⅜
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	121⅛	----	----	----
" " b'ds, '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	97⅛	----	----	----	97⅛	----
Marietta & Cin. 1st m.	----	93¾	----	----	----	----
" " 2d m.	----	71⅛	71¾	----	71⅛	----
Northern Central	44⅛	44⅛	----	----	45	----
" " b'ds, 1885	----	84¾	84¾	----	85	----
" " " 1900	----	----	----	----	83	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	19⅛	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	149	149	149⅛	----	149⅛	
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	140	----	140	----	----	----
Boston and Providence	----	139⅞	139	139⅛	140	
Boston, Hartford & Erie	15⅛	15⅛	15⅛	15⅛	15⅛	15
Cheshire, pref.	67	67⅛	67⅛	66⅛	67⅜	
Concord	----	75⅛	----	----	----	----
Connecticut River	----	124⅛	----	----	123¾	
Eastern	----	118⅛	----	----	118⅜	
Fitchburg	----	130⅜	----	----	131⅛	
Manchester & Lawr'ce	----	----	----	----	120	
Michigan Central	----	118¾	----	----	119	
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	64⅛	66	66⅛	67	68	69
Old Colony & Newport	92⅛	----	----	----	----	91⅛
Ph., Wil. & Baltimore	56	55⅛	55⅛	55⅜	56	
Port'd, Saco & Ports.	----	----	----	----	----	106⅛
Vermont & Canada	97⅛	97⅛	----	----	----	97⅜
Vermont & Mass.	----	----	----	----	57⅛	57⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	96	----	----	----	----	98⅜
Metropolitan "	64⅛	65	65	65	66	65
Middlesex "	----	----	50	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22¾	22⅛	22	----	22	----
Franklin "	----	14	14	----	14⅛	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	5	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	7⅛	7⅛	7¾	7⅞	----
Pittsburg "	----	----	----	----	22	----
Quincy "	----	----	24	24	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities May 8th, and 15th:

	Closing Prices. May 8.	May 15.
United States, 5-20s, 6 per cent 1882	70⅜@ 70⅞	70¾@ 70⅛
Do. do. 6 do. 1884	68 @ 70	68 @ 70
Do. do. 6 do. 1885	68⅜@ 69⅞	69⅛@ 69⅞
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 34	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	58 @ 62	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	58 @ 62	55 @ 60
Do., consolid. mort. bonds, 1890	30⅜@ 30⅝	32 @ 33
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	57 @ 59
Erie shares, $100 (all paid)	45⅜@ 46⅜	45 @ 46
Do., sterlg. 6 p. c. conv. bonds	69 @ 71	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	95 @ 96	94⅛@ 95⅛
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95

American Railroad Journal.

Saturday, May 30, 1868.

Stock Exchange and Money Market.

There has been a notable accumulation of capital at this point, since our last, both at bank and in private hands, especially the latter. The demand for accommodation has not kept pace with the supply. Rates have yielded a point, and at the modified figures, lenders have not been able to find adequate temporary employment for their available balances. Loans have been made to the large dealers in the public funds at 4 per cent., as the rule, with exceptional advances as low as 3 per cent. on Wednesday. To the leading Stock Exchange firms, aid has been freely extended at 5 per cent. Very little fresh business has been transacted at any higher quotation. There has been a much more comprehensive inquiry for prime to good mercantile paper at from 6@7 per cent. per annum. The city banks have made an unexpectedly favorable exhibit in their last weekly report, which indicated a decrease of $343,504 in loans and discounts, $462,195 in specie, and $10,211 in circulation, with an increase of $1,194,-245 in net deposits, and $4,619,907 in legal tenders. The banks now hold $62,233,002 of legal tender, against $50,633,660 six weeks since, or on April 18th, showing a gain of about 11½ millions. Their deposits are up to $202,507,550, against $179,851,880 on the 11th ult., showing a gain of nearly 23 millions in seven weeks, or over three millions a week. Their loans add up $267,381,-279, or some 14½ millions more than they were on the 11th of April. The specie reserve is reported at $20,476,947, five weeks since it was only $14,934,547. The circulation has varied little in volume, thus far in the current calendar year. The U. S. Sub-Treasury balance was augmented $1,306,885 last week, on a very heavy business, both in the way of receipts and disbursements.

The specie reserve of the city banks is now $20,-476,947, against $14,083,667 same time last year. The city bank deposits are now $202,507,550, against $193,673,345 week ending May 25, 1867. The legal tender reserve amounts to $62,233,002, against $60,562,440 same time last year. The circulation now stands at $34,183,038, against $33,-697,253 same time last year. The loans are now $267,381,279, against $256,091,805 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $81,455,457 a day, against a daily average of $81,031,000 the preceding week, and $84,504,761 the week ending with May 9, 1868. The current week's exchanges average about $92,488,199 a day. The city banks, last week, gained $4,619,907 of legal tender, and $1,194,245 in the deposit line, while they lost $462,195 of their specie reserve. They reduced their loans, $343,504; and their circulation, $10,-211.

The New York Gold Exchange Bank reports for the week ending Saturday, the 23d day of May, 1868, the average amount of loans and discounts as $1,092,531; average amount of specie, $1,191,233; average amount of deposits, $1,636,-668.

The Philadelphia Bank movement the past week shows a decrease in loans of $31,358; a decrease of $103,223 in specie; an increase in legal tenders of $441,554; an increase of $29,-776 in deposits; and an increase of $28,611 in circulation. The Bank Clearings show an increase of $2,864,883, and the balances, a decrease of $243,-194.

The U. S. Sub-Treasury receipts, week ending with May 23, were $32,532,267, including $2,162,-417 from customs duties; payments, $31,225,882, including $2,041,000 of coin interest; balance at the close of the week, $102,685,755, against $101,378,870, at the close of the preceding week, showing an increase of $1,306,885. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,035,495 including $488,604 from customs; and payments, $9,726,491; on Tuesday, receipts, $1,585,669 including $436,868 from customs, and payments, $1,280,890. The balance at the close of business on Tuesday stood at $101,299,539, against $100,713,749, a week previous; and $101,-748,719 on May 12, 1868.

The U. S. Sub-Treasurer at this port, Hon. Henry H. Van Dyck, acting under orders from the Department, announces that on and after June 1, he will be prepared to receive Seven-thirty Treasury Notes, falling due June 15, and July 15, 1868, for conversion into bonds, dated either July

1, 1867, or July 1, 1868, as parties may desire. The terms of conversion will be as follows: The interest on both series of notes will be allowed up to July 1, and the bonds issued in exchange will bear interest from that date.

National Bank notes to the amount of $88,-255 were issued last week, making the total issue to 1,673 banks thus far, $307,810,626, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,006,546, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,804,080. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,417,-000; and for the public deposits, $38,334,950—making a total of $379,761,950. The Treasury Department last week redeemed and destroyed $391,900 of worn and mutilated fractional currency, and issued $696,248 of new. The outstanding amount of fractional currency on the 1st inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,307,947 on the 1st of March 1868.

Government revenues yielded moderately, last week, in both forms, customs and excises. The excises, last week, yielded $3,204,256, against about four millions the preceding week; customs at the port of New York, $2,162,417, and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $7,211,750 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $172,500,000.

Gold has been more active, since our last, and more variable in price, having sold on Tuesday as high as 140¼, and having receded again on Wednesday to 139⅝@139¾. The highest sales were made on Tuesday, under the influence of reports from Washington, adverse to decisive action in the impeachment case. The reports were speedily followed by advices of the result of voting by the High Court on two of the leading articles, informing the street of the acquittal of the President, and the practical abandonment of the prosecution. These advices operated against the inflationists of the Gold Board, leading to a depression of the premium. The market closed tame and weak on Wednesday. The exports of specie on Tuesday and Wednesday were not as large as had been anticipated, having amounted to only $1,430,000. Government has not been a seller of gold, during the week, to any considerable extent. Its coin interest disbursements have exceeded two millions.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,214,105, against $1,056,073 same time last year. The customs demand for Gold last week, averaged $360,400 a day; thus far, this week, it has been equal to $462,-000 a day, or equal to a weekly aggregate of $2,772,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $238,525, and from California, $1,177,496. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $108,011,621, against $112,882,216 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $32,014,844, against $35,-656,416 same time in the preceding fiscal year, showing a decrease of $3,641,572 in 1867–'68. The exports of specie from this port, last week, were $3,947,630, against $1,583,667 same week last year. The exports of specie, hence, since July 1, 1867, have been $61,264,243, against $33,848,546 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,041,000, and since July 1, 1867, $70,054,261, against $52,127,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April 29, 1868, were $13,149,821, against $11,448,-650 same time last year.

Government has disbursed nearly 17 millions of coin interest through the local office, thus far in May.

Foreign exchange has been in moderate supply and rather fair demand, through the week. Sterling bills have been quoted a fraction higher. Bankers' prime sixty day bills on London closed on Wednesday at 110@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been up to a fair average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,657,521, against $1,815,222 same week last year; total, since July 1, 1867, $163,948,651, against $175,-645,479 same time in 1866–'67.

There has been unusual activity in the public funds, all through the week. The purchases of the coin bearing bonds have been on a very extensive scale, chiefly through private channels, and on home and foreign investment account. The floating supplies have been materially reduced, and prices have again advanced sharply. The later dealings on Wednesday were remarkably vigorous, indicating great firmness and buoyancy in the market. City and country banks and bankers have been purchasing in large amounts, chiefly of the later issues of the Five twenties, which have been relatively the cheapest. Foreign buyers have been taking the 1862 and 1865, (May and November) Five-twenties, as also the Ten-Forties quite liberally at the going rates. Toward the close there were fewer sellers than buyers, of all the National interest bearing obligations, as much higher prices were confidently looked for, under the stimulating influence of cheapening money both in home and foreign financial centres. London and Frankfort advices report great activity in United States securities in those markets. Seven-thirties are now being converted very freely here into new 5-20s of the 1867 issue.

U. S. sixes of 1881 closed here on Wednesday at 115⅝@115¾; U. S. Five-twenties of 1862, 111½@111⅝; U. S. Five-twenties of 1864 at 109¼@109⅜; U. S. Five-twenties of 1865 at 109½@109⅝; U. S. Five-twenties of 1865, consolidated, 111⅜@111½; U. S. Five-twenties of 1867, 111⅜@111½; U. S. Ten-forties at 105⅝@105¾, and U. S. Seven-thirties at 108⅞@109. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 13.	May 20.	May 27.
Consols.....	94⅜	94¾	95⅝
U. S. 5-20's of 1862....	70¾	71⅜	72
Erie.....	46¾	46⅜	46
Ill. Central.....	94⅞	95⅝	96

Railway and miscellaneous share property was in light demand and weak in price, during the first half of the week under review, but the later dealings were on an extensive scale, at much improved, strong and buoyant prices. State and railway bonds have been in lively demand at very firm rates, including the six per cent. (coin bearing) first mortgage of the Central, and the Union Pacific Railroad Companies, in both which there has been an increase of the investment business, corresponding to the marked activity in the public funds.

General business has been less active, since our last, in the produce line, and prices of cotton, breadstuffs and provisions closed quite heavily. Middling upland cotton closed very dull and heavy on Wednesday at 29½@30 cents, per lb. The stock of cotton now here is estimated at about 68,500 bales. The receipts at the port this week, have averaged only about 900 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,118,500 bales, against 1,732,000 bales same time last year; exports, same time 1,592,500 bales, against 1,324,000 bales same time last year; stock on hand at latest dates, 165,000 bales, against 305,000 bales same date last year. At the Live Stock markets, this week, Beeves have been less active, at a shade easier prices, ranging from 15@18c. per lb.; week's receipts, 6,299. Veal calves have been in fair request at from 7@12c. per lb.; receipts, 1,577. Sheep and lambs have been moderately active, closing firmly at from 6½@10½c. per lb.; receipts, 12,232. Swine have been dull and heavy at from 8½@9¾c. per lb., all live weight; receipts, 24,693. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at from $3.82½@$4.70 per ton of 2,240 lbs., delivered at Elizabethport, N. J. In general merchandise there has been much less movement, and prices of most articles have favored buyers. The total imports of foreign dry goods, last week, were $1,135,908, and the total amount marketed $1,286,547. The value of foreign merchandise imported last week, was $2,-333,463—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,469,371, against $4,291,490, same week last year; total since July 1, 1867, $215,-472,694, against $245,457,307 same time in 1866–'67. The freight market closed less firmly on a moderately active business. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 4d.@4½d. by sail, and 5½@6d. by steamer, per bushel; cotton at ⅛d.@$\frac{5}{32}$d. by sail, and ⅛d.@$\frac{5}{32}$ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 17s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday 555.

The balance in the Sub-Treasury on Wednesday was $100,693,689 20.

The New York exports, exclusive of specie, for the week ending May 26th, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$1,815,222	$3,657,521
Prev. reported.....	79,138,620	69,148,245
Since January 1.....	$80,953,842	$72,805,766

The imports for the week ending May 23d, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$925,729	$1,135,908
Gen. merchandise.....	3,365,761	2,333,463
Total for the week.....	$4,291,490	$3,469,371
Previously reported....	99,363,697	91,453,654
Since January 1.....	$103,655,187	$94,923,025

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R., 7s, guar. by Mo., 96; Chicago and Great Eastern 1st mort., 85; Galena and Chicago 1st mort., 101½; Toledo and Wabash Equipment bonds, 72; N. Y. and New Haven bonds, 96; Peninsular R. R. 1st mort., 90; Hannibal and St. Joseph, 78½; do., pref., 87; Georgia 6s, 80; do., 7s, 92; New York State Bounty Loan, reg., 110; do., 6s, 1872, 102¾; Boston Water Power Co., 20½; Cary Imp. Co., 8½; Ashburton Coal, 3; Wells-Fargo Exp. Co., 25½; American Exp., 53½; Merchants' Union Exp., 28¾; U. S. Exp., 57; Bankers' and Brokers' Ass., 110¾; Western Union Telegraph, 38½; do., 7s, 82½; Fourth National Bank, 108; Tenth National Bank, 105½; Bank State of New York, 114; Bank of Commerce, 125; Continental Bank, 103; Am. Ex. Bank, 119; St. Nicholas Bank, 107½; Buchanan Farm, oil, 0.40; Consolidated Gregory Gold, 3.00; Central, petroleum, 0.35; Edgehill Mining, 3.80; La Crosse Gold, 0.42; Montana Gold, 0.35; New York Gold, 0.41; Quartz Hill Gold, 1.00; Rocky Mt., Gold, 0.13; Smith and Parmalee, 2.55; Union, petroleum, 5.00.

Philadelphia.—Pittsburg 6s, 1870, 92⅝; do., 5s, 73½; Elmira and Williamsport 5s, 60; Connecting R.R. bonds, 84½; Lehigh Nav. 6s, R.R. Loan, 86⅝; West Chester 7s, 97; Phila. and Baltimore Central R. R. bonds, 61; Phila. and Reading 6s, 1844–'80, 94¼; Ridge Avenue R. R., 80; Philadelphia and Trenton R. R., 129½; Lehigh Valley R. R. pref., 66; Big Mt. Coal, 4¾; Green Mt., 3¾; Fulton, 5⅝; N. Y. and Middle Coal Fields, 3¼; Manufacturers' Bank, 30; Mechanics' Bank, 31⅛; Farmers' and Mechanics' Bank, 128; Penn. National Bank, 57½; Bank of North America, 252; Girard Bank, 60; Northern Liberty Bank, 108; Commercial Bank, 58; First National Bank, 142. The latest quotations are: City 6s, 101½@101¾; do., free of tax, 104¾@104⅞; State 5s, reg., 99@100; do., coupon, 96¾@99½; do., 6s, W. L., 103¾@104; Reading, 47½@47⅝; do., 6s, 1870, 98½@99; do., bonds, 93½@94½; Camden and Amboy, 129¼@129½; do., mort. 6s, 1889, 96@97; do., 1883, 90⅞@91; Penn. R. R., 52½@52⅝; do., 1st mort., 103@103½; do., 2d mort., 97½@98½; Little Schuylkill R. R., 38@39⅞; Morris Canal, 35@50; do., pref., 75@80; do., bonds, 83@90; Wyoming Valley Canal, 40@42; do., 6s, 79½@83; Susquehanna Canal, 15¼@16; do., 6s, 63@63⅛; Sch. Nav., 10@12; do., pref., 20⅜@21; do., 6s, 1882, 72@72; Union Canal bonds, 14@15; Delaware Div. Canal, 45@48; do., bonds, 80@82; Elmira and Williamsport, 31½@33; do., pref., 41@44; do., 7s, 1873, 96@97; do., 5s, 59@60; Lehigh Coal and Navigation, 21½@21⅝; do., bonds, 1884, 83@84; North Pennsylvania, 34@36; do., 6s, 92@93; Philadelphia and Erie, 26@26¼; do., 6s, 91¼@91½; Minehill, 57@57; Catawissa, 5@10; do., pref., 27½@27⅝; Lehigh Valley, 55¼@55½; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 35½@38; Second and Third, 56@57; West Philadelphia, 65½@66; Spruce and Pine, 23@24; Green and Coates, 30½@31¼; Chestnut and Walnut, 46@47½; Thirteenth and Fifteenth, 16@17; Girard College, 26@26½; Tenth and Eleventh, 65½@70; Union, 40@44; Hestonville, 10¼@10½.

Boston.—Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 102; Connecticut and Passumpsic Rivers R. R., 84; Rutland pref., 80; Housatonic R. R., 68; Eastern R. R., (N. H.,) 117½; Nashua and Lowell, 131; Summit Branch, 18½; Central Pacific R. R. 6s, gold, 99; Vermont Central 1st mort., consolidated, 81; Eastern R. R. 6s, 1874, 96; Boston, Hartford and Erie 7s, 69½; do., new, 53½; Boston Water Power Co., 20½; Cary Imp., Co., 9; New Hampshire 6s, 1870, 100⅛; Massachusetts 5s, 1883, gold, 112⅛; do., 6s, gold, 125; Chicago 7s, sewerage, 98¼; Cook Co., Ills., 7s, 95½; Albany 6s, 1879, 95; Salem 6s, 1877@1898, W. L., 100; Portland 6s, 1877, Building Loan, 98; do., Municipal, 95¾; St. Louis 6s, 1887, Harbor Imp., 83; do., Municipal, 83⅞; Cincinnati 6s, 1885, 86; Boston 6s, currency, 1875, 102; Hartford 6s, 1879, W. L., 99¼; Hallowell, Me., 6s, 1871, 90¼; Atlantic National Bank, 124; Boston National Bank, 123½; Everett National Bank, 107¾; First National Bank, 166¾; Hide and Leather National Bank, 105; Hamilton National Bank, 124¾; Merchants' National Bank, 120; National Bank of Commerce, 119; National Bank of Redemption, 115⅛; State National Bank, 107½; Traders' National Bank, 101; Allouez Mining Co., 3½; Bullion Consolidated, 60c.; Hancock, 4¾; Hecla, 40; Native, 87½c.; Ophir (N. S.) gold, 1.35; South Side, 62½c.

Baltimore.—Virginia Central 4th mort. 8s, 82½; Parkersburg R. R., 27½; Richmond and Danville bonds, 66; Central Ohio R. R., 37½; do., 1st mort., 86½; Virginia 6s, old, 48; do., 1867, 42½; Gardiner Hill Mining Co., 0.10; Bare Hill, 0.50; George's Creek, 52; Farmers' and Merchants' Bank, 46¼; Mechanics' Bank, 10¾; Com. and Farmers' Bank, 25½; Union Bank, 60½; Howard Bank, 11¼; Bank of Baltimore, 114. The latest quotations are: Balt. and Ohio, 121@121; do., 6s, 1875, 98@98¼; do., 1880, 98@—; do., 1885, 97@97½; Northern Central, 45@45; do., bonds, 1885, 84½@84¾; do., 1900, 82¾@83; Parkersburg Branch, 27½@30; N. W. Va., 1st mort., 96⅛@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93½@94; do., 2d mort., 71¾@72; Central Ohio, 37@37½; do., 1st mort., 86@86½; Western Md. 6s, 1890, 78⅛@79½; do., guar., 94@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97¾@98; do., 1886, 98¾@99; do., 1890, 98¼@98⅜; do., 1893, 95@97; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19¾@20; George's Creek, 51½@52; Santa Clara, 1.50@8.00; Atlantic Coal, 0.81@0.85.

CENTRAL PACIFIC RAILROAD.—First Mortgage Six Per Cent. Gold Bonds, *at par and accrued interest, in currency.* These securities are based on one of the most important and productive railroad lines in the country—a line exempt from competition, and secured against ordinary contingencies by the aid of the United States Government. The completed portion of the road is earning three times the annual interest liabilities from local traffic merely. Information given and bonds for sale by

Fisk & Hatch,
Bankers and Dealers in Government Securities.
No. 5 Nassau st., New York.

Brooks' Patent Paraffine Insulator.

One of the requisites of a well equipped railway is a telegraph line, and the telegraph to be of service must be reliable in all weathers. We invite attention to the advertisement of the Brooks' Paraffine Insulator Works, in another column. Over forty thousand of these Insulators have just been sent to California to be used the greater portion by the Central Pacific Railroad Company. From the accounts in European journals of the performance of this Insulator, there can be no doubt of its merit.

☞ We take pleasure in calling the attention of bankers and all who deal in or hold railroad securities to the advertisement of Mr. William A. Guest, of No. 25 Wall street. Mr. Guest has been long and favorably known as a successful negotiator of Railroad Stocks and Bonds, and City and County bonds. He gives to this class of securities his special attention.

Clifton Iron Company.

The following is a copy of an act passed by the Legislature of New York on the 15th of April, 1868, to enable the Clifton Iron Company to transport passengers, and for other purposes:

Section 1. The Clifton Iron Company having constructed a railroad from their iron mines to the Rome, Watertown and Ogdensburg Railroad, at East De Kalb, with rails of wood, on which are operating locomotive engines and cars, is hereby authorized to extend their said road to the St. Lawrence River, with the same powers as are conferred in and by chapter two hundred and forty-seven of the laws of eighteen hundred and sixty-four, and the said company is hereby expressly exempted from the obligations and duties prescribed in and by title twelve, chapter eighteen, part one of the Revised Statutes.

Sec. 2. The said company are hereby authorized to carry freight and passengers upon said road, at a rate of speed not to exceed fifteen miles an hour, and to receive and charge fare for passengers, at a rate not to exceed five cents a mile for each passenger.

Sec. 3. This act shall take effect immediately.

Railroad Mortgages.

The following act in relation to Railroad Mortgages was passed by the New York Legislature on the 8th of May, 1868:

Section 1. It shall not be necessary to file as a chattel mortgage (any mortgage) which has been, or shall hereafter be, executed by any railroad company upon real and personal property, and which has been, or shall be, recorded as a mortgage of real estate in each county in, or through which the railroad runs.

Sec. 2. This act shall take effect immediately.

Railroad Earnings.—Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the second week of May, 1868, were $61,997 63
Same week in 1867..... 80,402 64

Decrease $18,405 01

The earnings of the Chicago and Alton Railroad for the 3d week in May, 1868.... $90,823 35
Corresponding period previous year .. 83,386 69

Increase $6,986 66

The earnings of the Western Union Railroad for the 3d week in May, 1868..... $14,505 16
Corresponding week previous year.... 11,232 12

Increase..... $3,273 04

The earnings of the Marietta and Cincinnati Railroad the 3d week in May, 1868... $22,091 00
Corresponding week previous year.... 20,682 00

Increase $1,409 00

The earnings of the Michigan Central Railroad for the 3d week in May, 1868, were ... $82,203 70
Corresponding week of previous year.. 70,263 14

Increase..... $11,940 56

The earnings of the Atlantic and Great Western Railway for the second week in May, 1868, were..... $89,741 00
Corresponding week previous year... 116,818 00

Decrease $27,077 00

The earnings of the Chicago and Northwestern Railroad for the 3d week in May, 1868. $288,278 07
Corresponding week previous year .. 193,522 41

Increase $94,755 66

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in May, 1868, were..... $100,138 00
Corresponding week of 1867..... 77,324 00

Increase $22,814 00

Pacific Mail New Steamship Alaska.

This new steamship, the fourth lately built for the Pacific Mail Steamship Company, is almost completed, and will shortly make her trial trip. She is a *fac simile* in size and dimensions of the Great Republic, China and Japan, and was constructed at the shipyards of Mr. Henry Steers, Greenpoint, L. I. She is 4,500 tons measurement, and will trade between New York and Aspinwall. She is built for great strength and speed, and is now getting in the last of her machinery at the Novelty Iron Works. All the heavy wrought iron has been furnished to the Novelty Iron Works by Messrs. Lazell, Perkins & Co., and made from the best of charcoal iron, under the immediate inspection of their New York agent. This work is the heaviest ever made in America, the water-wheel shafts weighing in a forged condition forty tons each. The Alaska will be fitted up in a very superb and commodious manner, and her saloons, cabins, staterooms, &c., will be similar to those of the other steamers of the Pacific Mail Steamship line.

Mexico and Vera Cruz Railroad.

In our last impression we referred to the railway works now in progress on the Puebla Branch of the Mexican Railway. We are now able to furnish a few details, which are evidences of the earnestness of the company and their determination that the road shall be built.

The principal work in hand is the erection of the Santa Cruz Bridge, which when completed will form one of the points of interest on this branch. The bridge is entirely of wrought iron and is composed of three spans of 58 feet supported on stone abutments and wrought iron piers. The line of the rails will be about 50 feet above the river. The iron girders are being rapidly put together, on the bank of the river, and when finished, and the piers are ready to receive them, they will be hauled across and securely fastened in their proper position. The work is proceeding rapidly, and it is expected that it will be finished in the next three weeks. The bridge was designed, and the working drawings made by the Contractors' Chief Engineer, Mr. Buchanan, M. I. C. E.

Preparations are also being made for the immediate erection of the Iron Bridge over the Soledad River on the Vera Cruz and Paso Del Macho section.—*Mexican Standard.*

Newark and New York Railroad.

We learn that the work is going forward very rapidly on this road, and that it is expected to be finished before the close of the present year. The excavation of Bergen Hill, about two-thirds of a mile south of Newark avenue, and the bridges over the Hackensack and Passaic Rivers are nearly completed. Much of the line of the road across the meadows has also been graded, and some of the trestle work has been laid in the lower part of Newark.

The road was begun towards the close of 1866, and was to have been finished last year. This, however, the contractors failed to do. The construction, at present, is under the supervision of of Colonel James Moore, Engineer of the New Jersey Central Railroad. The starting point from New York will be by the ferry of that road from the foot of Liberty street to Communipaw, and it will run thence a quarter of a mile upon the New Jersey Central track before branching off. After passing over the meadows, the first open thoroughfare in Newark that it will strike will be Ferry street. An embankment from fifteen to twenty-five feet high will form its grade through Newark until it reaches the depot in Broad street. Arches will be made underneath the embankment at the street crossings in Newark.

It is supposed the track will cross the line of the New Jersey Railroad, a short distance south of the Market street depot, and passing between Hamilton and Mechanics streets, reach Broad street, between the First Presbyterian Church and Fair street.

The cost of the road will be $1,000,000, or over, including the purchase of the right of way.

600 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample, and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—A Government Grant of the right of way, and and all necessary timber and other materials found along the line of its operations.

II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—A Government Grant of United States Thirty-year Bands, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more.* THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 30 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

MAY 25, 1868.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.
P. N. BRENNAN, Treas.

THE LOBDELL
Car Wheel, Tire & Machine Co.
Wilmington, Del.

TREDEGAR COMPANY,

JOSEPH R. ANDERSON, President. **RICHMOND, VA.** JOHN F. TANNER, Vice-President.

The Tredegar Company of Richmond, Va., (Successor to J. R. Anderson & Co.,) continue to Manufacture at their Works, *RAILS* of any required section, including *STREET RAILS*; *PATENT ROLLED CONTINUOUS LIP CHAIRS*; *RAILROAD* and *BOAT SPIKES*; *RAILROAD AXLES*; *FISH PLATES*, with Bolts and Nuts for same; *IRONS* complete for Fink's, Bollman's, or Howe Truss Bridges; *RAILROAD CARS*; *TRUCKS* of any desired pattern ready for the Car bodies; *NAILS* and *CUT SPIKES*; *Best Charcoal BAR IRON*, of high tensile strength; *CASTINGS*, including the heaviest descriptions of Iron and Brass; *MARINE* and *STATIONARY ENGINES* of all sizes.

The great capacity of the Tredegar Iron Works—*some 30,000 tons per annum*,—their location on tide-water, in the midst of the rich Coal and Iron deposits of Virginia, their unequalled advantages for shipment by Rail, Steamer or Sail Vessel, without interruption during any part of the year, and an active experience of thirty years, enable the Proprietors to guarantee the promptest and most economical execution of orders, which are solicited from all parts of the United States. Address

TREDEGAR COMPANY, Richmond, Va.,

Or at their Office, 60 Broadway, New York.

CAR AXLE WORKS.

A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILROAD COMPANY, No. 26 EXCHANGE PLACE, NEW YORK, May 14, 1868.

NOTICE TO THE BONDHOLDERS AND shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars ($15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,
CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY, Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
8t21 Treasurer.

THE

Schweitzer Patent Bolt Comp'y,

Works at Green Point, L. I.,

Near Greenpoint Ferry, from 10th St. & 23d St., N. Y. **NEW-YORK.**

H. S. TERBELL, President; *39 Walker Street, New-York.*
THOS. S. YOUNG, Treasurer, *120 Chambers St., New York.*

We are prepared to make and deliver

IRON BOLTS,

manufactured by Automatic Machinery in such manner as to *increase the strength* of the Iron beneath the head by compression, and totally avoid the weakening by crystalization, as in the case of Bolts made by hand or by any slow and protracted process. These Bolts are *uniform in size and shape, and superior in strength and finish* to any others made.

Standard Bolts will be made of the best quality of iron, and warranted.

The attention of

Railroad Companies, Bridge, Car & Locomotive Builders,

and others requiring Bolts of the *greatest strength and uniformity*, is specially called to these Bolts.

Contracts for Bolts used in the construction of Railroads and their appurtenances, and all similar work not requiring the best quality of iron, will be taken at special rates.

The *rapidity of production* will enable the Company to fill orders of any magnitude at short notice. The Company also offer for sale

BOLT CUTTERS

of their own patent, which, with a given amount of power and labor, will cut twice the number of Bolts of any other machine in use.

WILLIAM A. GUEST,

Banker and Broker,

25 Wall Street, N. Y.,

NEGOTIATES LOANS FOR

RAILROAD COMPANIES.

BUYS AND SELLS

RAILROAD SECURITIES

ON COMMISSION.

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State, City & County Bonds.

JOHN W. GOULD & CO.,

FOREIGN & AMERICAN

IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD. EDWARD P. BIGELOW.

JOSEPH M. STRONG,

Successor to McCall & Strong, 64 Beaver St.,

TAKES ORDERS FOR

IRON AND STEEL RAILS,

And Negotiates MORTGAGE BONDS therefor.

IMPORTS ON ORDER,

Pig Lead, Tin, Iron & Zinc,

And opens Bankers' Credits when needed.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

KASSON & CO.,
119 Broadway, N. Y.
P. O. Box 5,195.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
71 Broadway, New York.

Daniel W. Richards & Co.,

90 & 92 Mangin St., N. Y.,

DEALERS IN

Scrap Iron & Old Metals

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PIG IRON,

Highest market prices paid for

Wrought and Cast Scrap Iron,

OLD RAILROAD IRON,

Car Wheels, Axles, Spring & Scrap Steel,

Copper, Brass & Lead.

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RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

Wrought Iron Beams & Girders.

THE UNION IRON MILLS

PITTSBURG, PA.

The attention of Engineers and Architects is called to our Improved Wrought Iron

BEAMS & GIRDERS, (Patented,)

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

The UNION IRON MILLS, Pittsburg, Pa.

HARRISBURG FOUNDRY

—AND—

MACHINE WORKS,

(Branch of Harrisburg Car Manufacturing Co.,)

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MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.

HTE. PETIN GAUDET & CIE.,

Rive de Gier, (Loire,) France.

American Office, Henry Champin, Sole Representative,

No. 75 John Street, Office of Messrs. Tyng & Co., New York.

Cast Steel Tires,

CAST STEEL AXLES, SPRINGS, PLATES, &c.,

CAST, TOOL, SPRING & CUTLERY STEEL OF SUPERIOR QUALITY.

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